

REMARKS

Reconsideration of the present application is respectfully requested.

To improve the grip of a tire tread for truck or bus tires, it is well known to provide the tread with incisions oriented transversely, e.g., at an angle greater than 15° relative to the longitudinal direction of the tread.

The presently claimed invention achieves an improved grip relatively instantly and without relative displacement between the opposite walls that delimit the tread. The invention relates to a transverse incision which comprises longitudinal portion(s) with relief elements on the opposite walls of said longitudinal portions. The total length of longitudinal portion(s) is an essential factor in order to have a good mechanical result in combination with the presence of relief elements having specified dimensions relative to the width of the incision.

In particular, the claimed tread is characterized in that

- each incision, of average width E, comprises a succession of incision portions, some of the incision portions having traces which form an average angle β (at most equal to 15°) relative to the longitudinal direction of the tread, and in projection of this longitudinal direction; those portions having a total length L_t which is at least equal to one-fifth of the width L of the rib on which the incision is made, and
- the incision portions whose traces form the average angle β are provided on opposite walls thereof with relief elements of amplitude K designed to cooperate together during passage through the road contact zone, to block relative movements between one wall of the incision and the opposite wall in the direction of the tread's thickness, as well as in the longitudinal direction of

the tread; the amplitude K of the relief elements being between 4 and 10 times the mean width E of the incision.

In the Official action it was considered obvious to provide the tread of Ishihara with a secondary shape such as protruded portions on longitudinally oriented side portions in view of Ghilardi Japan '807, Europe '692 or Buddenhagen. However, it is submitted that there is no teaching in any of the secondary references of providing such secondary shapes in a tread of the type disclosed by Ishihara and making such a combination would at best constitute hindsight.


Furthermore, applicant intends to shortly submit an English translation of the French priority document which will eliminate the Ishihara patent as a reference under 35 U.S.C. § 102(e).

In light of the foregoing, it is submitted that the application is in condition for allowance.

Respectfully submitted,

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